

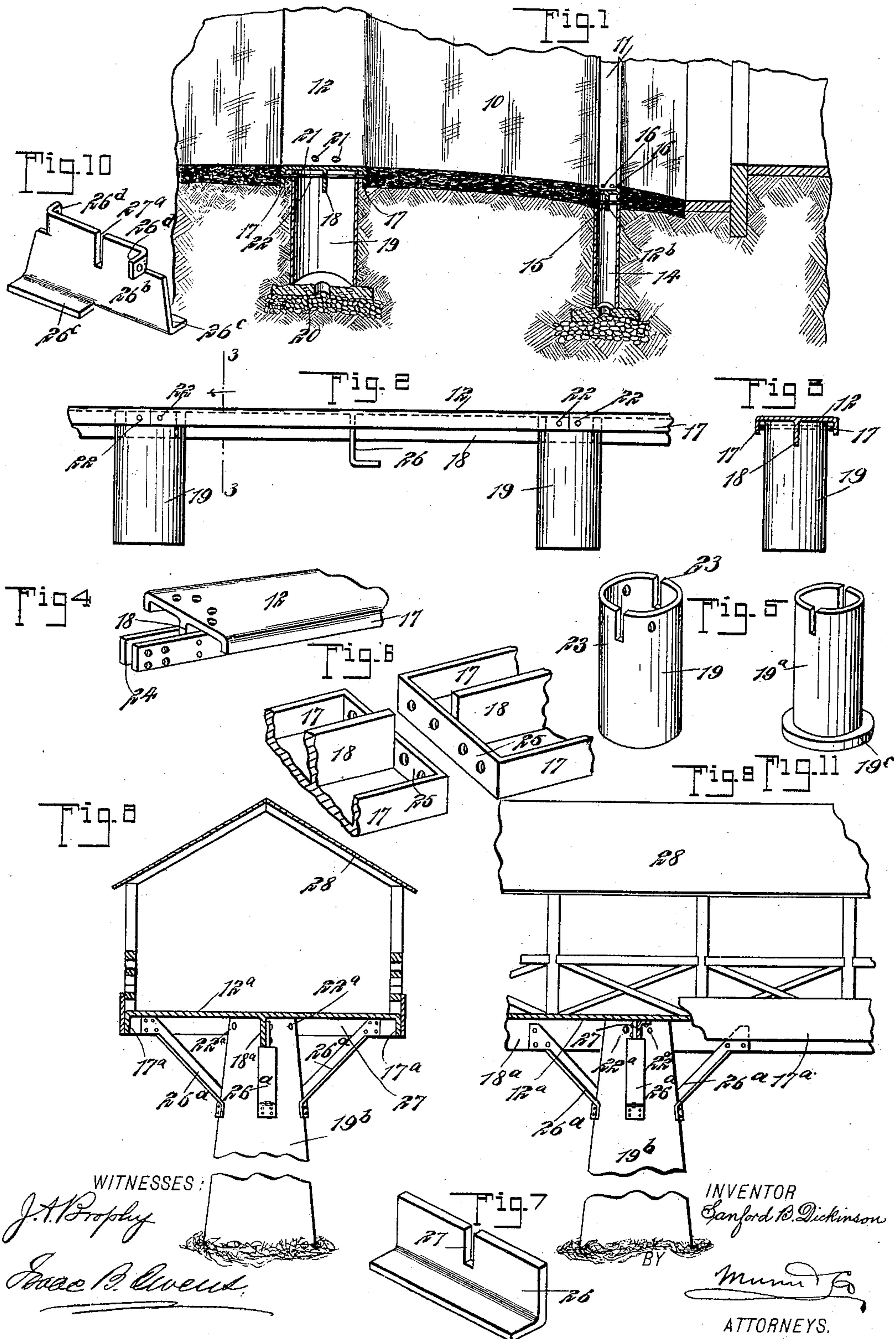
No. 619,678.

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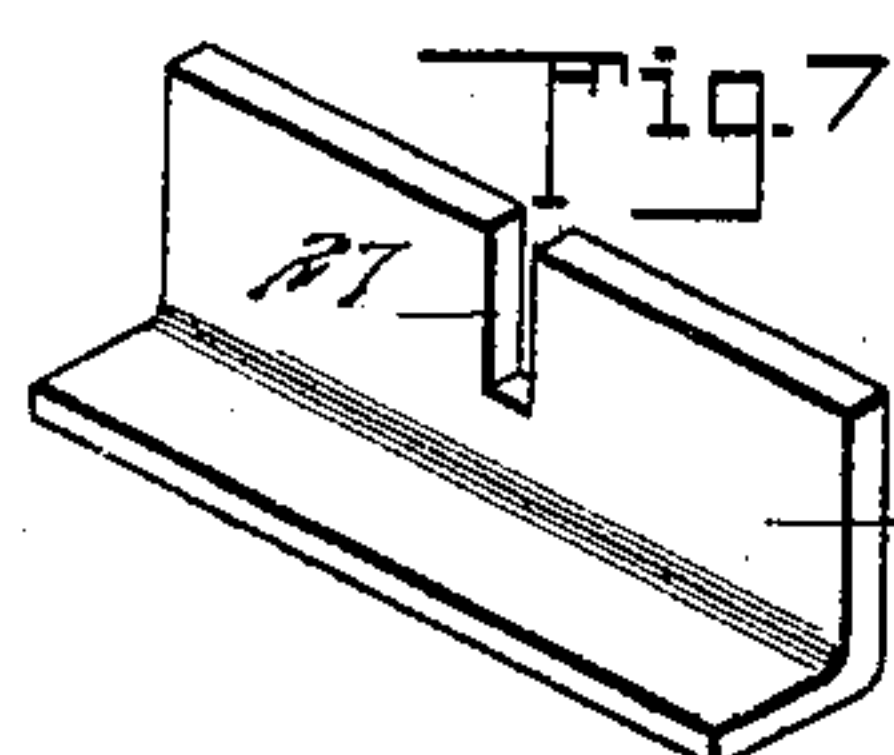
S. B. DICKINSON.
VEHICLE TRACK.

(Application filed Sept. 15, 1898.)

(No Model.)



WITNESSES:
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SANFORD B. DICKINSON, OF CORNING, NEW YORK, ASSIGNOR TO HIMSELF
AND JOHN A. ROGERS, OF SAME PLACE.

VEHICLE-TRACK.

SPECIFICATION forming part of Letters Patent No. 619,678, dated February 14, 1899.

Application filed September 15, 1898. Serial No. 691,053. (No model.)

To all whom it may concern:

Be it known that I, SANFORD BOUTON DICKINSON, of Corning, in the county of Steuben and State of New York, have invented a new and Improved Vehicle-Track, of which the following is a full, clear, and exact description.

This invention relates to an improved vehicle-track adapted especially for wagons and bicycles, and the purpose of which is to render more easy the passage of such vehicles over streets and roads.

This specification is the disclosure of several forms of my invention, while the claims define the actual scope of the invention.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional perspective view of the invention adapted to the bed of a street or road. Fig. 2 is a side elevation of the invention separated from the bed. Fig. 3 is a sectional view on the line 3 3 of Fig. 2. Fig. 4 is a perspective view showing the manner of connecting the sections of the track. Fig. 5 is a perspective view showing one of the pillars on which the track is supported. Fig. 6 is an inverted perspective view showing a modified manner of connecting the sections of the track. Fig. 7 is a detail perspective view showing the brace for the construction shown in Fig. 2. Fig. 8 is a reduced sectional view showing the track in an elevated form and also showing a modified form of the column. Fig. 9 is a side elevation of the same with parts broken away. Fig. 10 is a perspective view of a modification of the brace shown in Fig. 7, and Fig. 11 is a perspective view of a modification of the column shown in Fig. 5.

Referring to Fig. 1, the roadway is represented in perspective at the number 10 and is shown provided with a channel 11 for guiding one wheel of a wagon and with a track 12, on which may run the other wheel of the wagon, and on which also may run a bicycle. The channel 11 has upwardly-extending side flanges and is provided with a rib 12^b, running along its entire length and projecting downwardly therefrom. The channel is sunken in

the roadway and is supported at intervals by columns 14, through each of which and through the rib 12^b is passed a fastening-bolt 15. The channel 11 is provided with holes 16 for permitting the water accumulated therein to drop down into the columns 14 and pass out at the lower end thereof.

As shown in Figs. 1, 2, 3, and 4, the track 12 is of a width considerably greater than the channel 11 and is provided at each side with a downwardly-extending flange 17 and at its middle with a downwardly-extending flange 18, which flanges serve to strengthen the track and give rigidity thereto. The track 12 is laid on the surface of the roadway, with the flanges 17 and 18 extended thereinto, and the track is supported at intervals by stout columns 19, buried in the earth and sustained on a suitable masonry base 20. The track is provided with openings 21, through which the water may drain into the columns 19 and thence out through the bottom thereof. Passed through openings in the columns 19 are bolts 22, which also pass through the flanges 17 and 18 and serve to hold the track rigidly in position. As shown in Fig. 5, the columns 19 are provided with vertically-extending slots 23, in which is fitted the flange 18. The track is constructed in a number of sections, which may be joined to each other, as shown in Fig. 4, by fish-plates 24, attached to the flange 18, or, as shown in Fig. 6, by means of transverse end flanges 25, provided with openings for the reception of bolts by which to hold the end plates firmly against each other. The sections of the track are braced between the posts or columns 19 by means of the angular plates 26 (shown in detail in Fig. 7) and each provided with a slot 27, adapted to receive the flange 18, the plates lying between the flanges 17 and having a horizontal member which is adapted to be bear down upon the ground, and thus form a support for the intermediate portion of the track. By these means the track is prevented from buckling between the columns 19.

The modification shown in Figs. 8 and 9 consists in elevating the track and in employing a modified construction of the column. The track 12^a has flanges 17^a and 18^a, the flange

18^a being fitted in slots in columns 19^b the same as described with reference to the columns 19. The columns 19^b are conical and instead of being buried in the earth like the columns 19 are raised above the same, so as to support the track 12^a in elevated position. If desired, braces 26^a may be employed to strengthen the track 12^a, said braces being four for each column, and the longitudinal braces 26^a are joined to the rib or flange 18^a. At each column the track is braced by transverse beams 27, to which the transverse braces 26^a are joined. Bolts 22^a, similar to the bolts 22, are employed in the structure shown in Figs. 8 and 9, and a shelter 28 may be erected over the track. The track 12^a may be constructed on a large scale for wagons and bicycles and, if desired, may be provided at convenient points with stations for the comfort and refreshment of travelers.

In Figs. 8 and 9 the columns 19^b are shown to be conical in form, and this form, if desired, may be employed in connection with the other styles of columns shown. By constructing the columns in conical form they are rendered more stable and the possibility of wrenching the columns out of place is avoided.

The modification shown in Fig. 10 consists of a plate 26^b, with oppositely-disposed base-flanges 26^c, and having the slot 27^a for the reception of the flange 18, said plate 26^b also having ears 26^d, adapted to be fastened to the flanges 17.

The modification 19^a of the column shown in Fig. 11 has a flange 19^c at its base to increase the stability of the column.

The track is capable of use as a foot-path or sidewalk, as will be readily understood.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A track for vehicles, the track consisting in a series of hollow columns sunken in the earth and disposed with their upper ends level with the surface, the columns having vertical slots in their upper ends, all of such slots being in alinement with each other, and a track proper consisting in a length of sheet metal, the track proper being supplied with a downwardly-projecting marginal flange at each side and with a centrally-located flange also projected downwardly, the central flange being fitted in the slots of the columns, and the marginal flanges overlapping the upper ends of the columns respectively at the sides thereof, and transversely-extended bolts passing through all of the flanges and through the columns, whereby to secure the track proper.

2. A track for vehicles, consisting in a series of supported columns provided at their upper ends with vertical slots, the slots being all in alinement with each other, a track proper consisting in a length of sheet metal provided with a marginal flange at each side and with a central flange between the marginal flanges, all of the flanges being projected downwardly, and the marginal flanges being located one on each side of the columns, while the central flange is projected into the slots of the columns, and bolts passing through the upper portions of the columns and through the central flange.

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